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REMARKS

Claims 2-11 are pending in this application. The Examiner rejected Claims 2-3 under 35 U.S.C. 102(b), rejected Claim 4 under 35 U.S.C. 103(a), rejected Claims 4-11 under 35, U.S.C. 112, second paragraph, indicated that Claim 5 would be allowable if rewritten to overcome the rejection under 35 U.S.C. 112, second paragraph, and to include all of the limitations of the base claim and any intervening claims, and indicated that Claims 6-11 would be allowable if rewritten or amended to overcome the rejection under 35 U.S.C. 112, second paragraph. Claims 2, 5, 6, and 11 have been amended in the foregoing amendment. No fees are believed due; however, the Commissioner is hereby authorized to charge any deficiency or credit any overpayment to Deposit Account 11-0855.

Claims 4-11 Are Definite

The Examiner rejected Claims 4-11 under 35 U.S.C. 112, second paragraph, as indefinite. Applicants have amended Claims 5, 6, and 11 to clarify the invention. Regarding Claim 4, the Examiner alleged that Claim 4 is misdescriptive because only one margin of the louvers have the claimed cranked shape. Claim 4 recites that the one of the margins of the operating louver and the other one of the margins of the train louver are bent into a crank shape. Since Claim 2 from which Claim 4 depends recites that one of the margins of the operating louver meets one of the margins of the train louver when the louvers are shut, the one of the margins (8b) of the operating louver and the other one of the margins (9b) of the train louver, which is opposite the one of the margins (9a) of the train louver, are both bent into a crank shape, as shown in Fig. 2 and as described on page 14, lines 6-9 of the present specification. Accordingly, Claims 4-11 are definite.

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Claims 5-11

The Examiner indicated that Claims 4 and 5 would be allowable if rewritten to overcome the rejection under 35 U.S.C. 112, second paragraph, and to include all of the limitations of the base claim and any intervening claims. The Examiner also indicated that Claims 6-11 would be allowable if rewritten or amended to overcome the rejection under 35 U.S.C. 112, second paragraph. Since the Examiner also rejected Claim 4 under 35 U.S.C. 103(a), Applicants assume that the indication of allowability regarding Claim 4 was made in error. Applicants have amended Claims 5, 6, and 11 to clarify the invention as described above, and have amended Claim 5 in independent form to include all of the limitations of the base claim, Claim 2. Accordingly, Claims 5-11 are now in condition for allowance.

UK Patent No. 660,456 Does Not
Show or Suggest the Invention of Claims 2-4

The Examiner rejected Claims 2 and 3 as anticipated by United Kingdom Patent No. 660,456 ("UK Patent '456"). The Examiner rejected Claim 4 as being unpatentable over UK Patent '456 in view of U.S. Patent No. 2,142,616 to Otto. Applicants traverse this rejection for the reasons discussed below.

Claim 2

The ventilator of amended Claim 2 recites, a case formed with a supply opening, the case having walls opposite to each other formed respectively with a plurality of shaft holes arranged with predetermined intervals; an operating louver having two longitudinal margins opposite to each other and two lateral ends opposite to each other, each one of the two lateral ends of the operating louver provided with a shaft pin respectively being inserted into one of the plurality of the shaft holes, one end of the two lateral ends of the operating louver provided with an operating pin; a train louver having two longitudinal margins opposite to each other and two lateral ends opposite to each other, each one of the two lateral ends of the train louver provided with a shaft pin respectively being inserted into another one of the

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plurality of the shaft holes, one end of the two lateral ends of the train louver provided with another operating pin; and a link formed with a plurality of operation holes receiving the operating pin of the operating louver and the operating pin of the train louver, the link transmitting motion of the operating louver to the train louver so that the operating louver and the train louver jointly shut the supply opening at a swing limit of the operating louver in a manner such that one of the margins of the operating louver and one of the margins of the train louver meet each other and a biasing device biasing the meeting state of the operating louver and the train louver and, wherein gaps (A) between the operation holes on the link are set so as to be larger than a gap (B) between a line connecting the shaft pins of the operating louver and the operating pin of the operating louver, the operating pin of the operating louver being located at one of the margins of the operating louver (A > B).

UK Patent No. 660,456 describes a louver type ventilator having a lowermost slat 1 with two holders 2 at the lateral ends that are rotatably mounted about a common horizontal axis, one of the holders 2 being connected to a knob 11 for opening/closing the ventilator, another slat 1 with two holders 2 at the lateral ends that are rotatably mounted about a common horizontal axis, and a weather fillet 6 to which flanges 15 of the holders 2 are connected at the positions shown as reference number 7. In UK Patent No. 660,456, the lowermost connection point 7 that connects the lowermost holder 2 and the weather fillet 6 is located at the margin opposite the margin that meets the other slat 1, as shown in Fig. 4. See page 4, lines 56-62 and page 4, lines 117-127. Thus, UK Patent No. 660,456 fails to disclose the operating pin of the operating louver being located at the one of the margins of the operating louver, where the one of the margins of the operating louver and the one of the margins of the train louver meeting each other when the operating louver and the train louver jointly shut the supply opening, as required by amended Claim 2. Accordingly, UK Patent No. 660,456 does not anticipate Claim 2. Accordingly, Claim 2 should be allowed.

Claims 3 and 4

Claims 3 and 4 depend from amended Claim 2. The remarks made above in support of the patentability of the independent Claim 2 are equally applicable to distinguish the

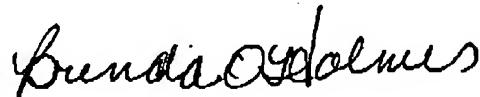
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dependent claims from UK Patent No. 660,456. Accordingly, Claims 3-5 should also be allowed.

CONCLUSION

The foregoing is submitted as a complete response to the Office Action identified above. This application should now be in condition for allowance, and the Applicants solicit a notice to that effect. If there are any issues that can be addressed via telephone, the Examiner is asked to contact the undersigned at 404.685.6799.

Respectfully submitted,



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